

The Christensen Engineering Co., Milwaukee, Wis., have sent us an illustrated descriptive catalogue having reference to the motor driven air compressors manufactured by them. These compressors are described as intended to be electrically operated from any railway power or lighting circuit, or they can be installed at the most convenient point of distribution, thereby avoiding expensive piping. They are not steam driven compressors with a motor attached, but are complete special designed self-contained units of very compact form. The detail parts are made from jigs and templates and are therefore interchangeable. The working parts operate in a bath of oil. The governor which regulates them is automatic and stops the motor as soon as the air pressure reaches a predetermined maximum, and starts it when the pressure is reduced to a minimum, power therefore being used only when work is being performed. We are informed that more than 6,000 of these motor driven air compressors, of capacities from $7\frac{1}{2}$ to 50 cubic feet of free air per minute, are in constant use in connection with the brake equipment on electrical cars manufactured by this company. One of the most remarkable developments in the recent history of engineering progress is the constantly increasing use of compressed air as a medium for performing various industrial operations. The company will give further information and send catalogue upon application.

The Burt Mfg. Co., Akron, Ohio, have

recently made a large shipment of their oil filters to London, England. The question is suggested that if the Cross oil filter saves half on a manufacturer's oil bills, how long will it take for it to pay for the Boer war?

With reference to the use of water tube boilers in warships, it is interesting to note that for the four new armoured cruisers, Maryland, West Virginia, Milwaukee and St. Louis, now being constructed for the United States navy, each of which are to be supplied with engines of 23,000 i.h.p., it has been decided to install in them the Babcock & Wilcox patent forged steel water tube boilers. The British Admiralty also, after very extended and careful trials, have placed an order for 18,000 h.p. of Babcock & Wilcox water tube boilers for H.M.S. King Edward VII., and also for another ship of the same class; besides which they have ordered similar boilers for the armoured cruiser Cornwall, of 22,000 h.p., the battleship Queen of 15,000 h.p., the protected cruiser Challenger of 12,500 h.p., and the protected cruiser Hermes of 10,000 h.p. The growing favor with which these well-known boilers are being regarded for marine work is the more noticeable because they are rapidly displacing the older type of Scotch marine boilers in their own particular, and heretofore undisputed field.

The C. Regenhart's Agency, 11 Broadway, New York City, have sent us a copy of the International Guide for Merchants, Manufacturers and Exporters,

published by them in Berlin, Germany, Mr. F. L. Beck being the American agent. This interesting publication should be of invaluable service to any who are desirous of extending their sales abroad. It is the English edition and it indicates for every place in the commercial world a firm that gives the quickest and most reliable information about the financial standing of others; as to the prospects of advancing sales, or about any other business matters. It contains a vast amount of valuable information and will be sent upon application to the New York office as above. Price \$1.50.

The Thomas P. Ford Co., 81 Centre Street, New York City, have sent us their catalogue and price list having reference to the steam and water specialties manufactured by them. Mention is made of their automatic pump governor damper regulator for high or low pressure, steam reducing valves, steam traps, steam separators, boiler feed regulators, tank valves, etc. Prospective buyers and interested parties are invited to correspond with them upon any particular along these lines.

The Canadian General Electric Co., Toronto, has received a contract from Edmonton, N.W.T., for a dynamo and accessories to complete a lighting plant to cost about \$4,000.

The Silicate Brick Co., North Sydney, N.S., will expend about \$40,000 in construction work this year.

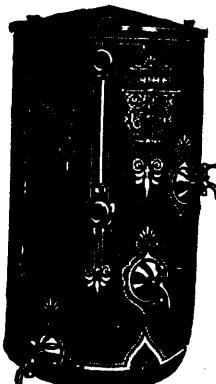
Here is a Money-Saving Faet:

"The Cross Oil Filter is Necessary to the Economical Operation of any Plant Using Oil."

THE BURT MFG. CO.,
Akron, Ohio.

CUMMER LUMBER COMPANY,
Jacksonville, Fla.

GENTLEMEN.—In reply to your recent favor we beg to say that the two Filters we purchased of you some two years ago, are giving us entire satisfaction.



We put these Filters in when we started our new plant and therefore cannot draw any comparisons as to their savings for us, but we know that we filter and reuse a great deal of oil that would otherwise be wasted, and we feel confident that the saving in our oil bills from the use of these Filters is very material. These machines require no attention and the filtered oil is as clean as the new.

We would not be without these Filters and believe that they are necessary to the economical operation of any plant using oil. Wishing you every success, we are,

Very truly,
CUMMER LUMBER CO.

We don't ask you to put out one dollar until you have seen with your own eyes that the Filter will do just what we claim for it. Write us for further particulars.

THE BURT MFG. CO.

The Largest Mfrs. of Oil Filters in the World.

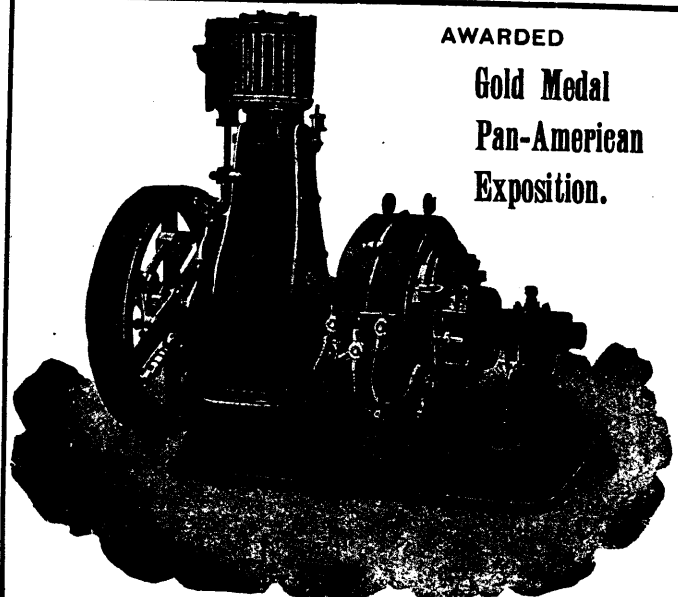
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